

THIRTY DOLLARS
PER ANNUM.

JARDINE, MATHESON & Co.,

desired visit coming off. When Hongkong has chance of meeting Ceylon midway it is infinitely regrettable that the Hongkong men cannot bend circumstances to their will and come, no matter what the obstacle.

THE FAR EASTERN QUESTION.

HOW LOST PRESTIGE IS TO BE REGAINED.

There can be no doubt, says the *L. & C. Express*, that during the shuffling of forces that has taken place as a result of the Far Eastern war that Great Britain has not maintained her position. [This is perfectly true. Ed. H.K.T.] We have remarked this several times, and think the blame must be primarily laid at a want of perception on the part of the late Foreign Secretary in Downing Street. Had there been less blindness apparently in London, when the war seemed imminent, we should possibly not have lost the position we had held in the Far East for something like half a century. As it is, British diplomacy will have a hard fight for some time to regain the way, though with Mr. Geo. Curzon we are inclined to think that the Power which holds India must always have a dominant voice in the affairs of Eastern Asia. In the meantime the position we have lost is being rubbed in by the special correspondent of *The Times* in a series of letters published by that journal, and which recall to us once more the greatness of the issues that still have to be worked out in the Far East at no distant date. In a leading article that journal is inclined to lay the blame on Lord Rosebery, who convicted himself even while he uttered his warning about the future. He evidently regarded the Far Eastern Question, states *The Times*, as having been "superadded" to our other cares by the war between China and Japan, and also as concerning the statement of the future rather than those of the present. Our commercial preponderance is not now in the same ratio, and with its diminution has likewise come a loss of political power. A crisis such as recently took place was required to point out the change that had been brought about, and the work to be done in the future to regain our lost prestige will have to be real and earnest. The war has, so far, brought out no new Chinamen with an appreciation of their country's needs, and the national character is not such as to give hope that any will appear. One would expect more from the Manchus than the Chinese, had they not become so "civilized" themselves after conquering the Empire. The consequence is that Europe has almost literally got another sick man on its hands in the East of Asia, as it has long had in the East of Europe. Yet, as *The Times* points out, if we no longer stand apart, we still have a magnificent position in the Far East, which it rests with ourselves to maintain. It can be maintained by energy, capital, industrial enterprise, and commercial astuteness, if these things are duly put to operation, and properly guided by intelligence and foresight at the Foreign Office. By the *Express*, it may as well be said plainly that the old easy-going, happy-go-lucky methods will scarcely suffice for the future. We are still the greatest European Power in Asia, and it behooves us to so protect our interest, and make our influence felt in the ratio that we are entitled to.

CHINESE ENGINEERS.

The following is the text of the official report on the final examination of engineer students at the Imperial College at Nanking, referred to in last Saturday's issue:—

To H.E. Kuhl Sang-ching,

Commissioner of the Naval College, Nanking. Your Excellency,—I beg to hand you herewith the result of the examination of the Engineering Students, and I also enclose copies of the papers which, as you will see, are very comprehensive including, as they do, the chief subjects that Naval Engineers are required to know.

In drawing up these papers I have been chiefly guided by the questions given at Greenwich College for the final examination of Engineer Students for the British Navy; and the questions I have given are very similar to those given there.

The papers on Theoretical Engineering, Engine Design, and Calculations, Mechanics, Hydrostatics, Hydraulics, Mathematics, etc., are, as you will see, difficult ones, and I consider the students have worked them very well indeed.

In drawing up the Papers on Practical Engineering, which are rather easier than those given at Greenwich, I have had to take into consideration the situation of the College, being so far away from any engineering establishments, and the difficulties under which the students work in never being able to see the practical part of the designing and construction of naval machinery.

As you will see from the enclosed list, the maximum percentage of marks obtained is 64.4, and the average of the whole class is 56.5. This, I consider, a very good result indeed, reflecting the highest credit on Professor Hearnson, and one which I am sure will be very gratifying to you, especially when you consider that the students are learning, and that besides this they have to keep up their Chinese studies as well.

I have been very much interested in the way in which the College is conducted. The smart appearance of the students, their drill, discipline, and orderly ways do great credit to all concerned, and you are to be congratulated on having such an efficient establishment for training officers for so important a service as the navy.

These students having now completed their college education, will of course be placed in positions where their knowledge will be of the greatest service to the country, and the course of practical work in the offices and workshops of one of the large armaments works or engines and other naval machinery are constructed would be of the greatest benefit to them, but if this could not be arranged, a fair practical training could be obtained on board ship; but in any case, the greatest care should be taken that they are not allowed to forget what they have learned, and if they are given positions as assistant engineers in the navy, it should be on the strict understanding that they still pursue their studies so as to perfect themselves in their profession.

After being Assistant Engineers for some time, I would suggest that before being advanced to the position of Engineers in charge of a ship, they should be compelled to pass another examination, so that they have fully learnt the practical part of engineering, and that they have not forgotten the theoretical part.

In conclusion, allow me to thank you for your kindness to me whilst I have been here, and the admirable arrangements you have made for my personal comfort.

I beg to remain, Yours faithfully,

T. BURT.

Nanking, 4th September, 1895.

NEWS IN BRIEF.

NORTH-CHINA.

We have received Shanghai exchanges up to the 26th, from which we take the following notes:—

It is reported by the *Shanghai Post* that the Japanese and German Governments have postponed the Tientsin Yamen to have Settlements established at Shanghai. This has been placed before the Tsungli Yamen for consideration.

Several Japanese *shiki* have been arrested for complicity in the recent *amur* in Seoul, and great excitement prevails amongst the Koreans against the class, these gentry being accused of deliberately murdering the Queen.

The Japanese Minister of Communications has made arrangements with the Great Northern Telegraph Company's cable steamer *Store Nord* to repair the Formosan cable. By international law one half the cable now belongs to Japan. The break is some 25 or 30 miles from the China end.

It is stated in official circles that cotton spinning mills are to be erected at Ningpo and Tientsin, and other towns in Chikiang where machinery can be used for local products. Capitalists will be encouraged to buy machinery from abroad "in order to compete with foreigners."

It is reported in native official circles that the Viceroy Chang has given sanction to the building of the railway between Chikiang and Tientsin to a French Syndicate whose representative is the gentleman who was formerly in charge of and who finished the Port Arthur docks on behalf of the Tientsin French syndicate.

It is reported that Kéng Ying-pa, a member of the Imperial Clan and a graduate of the Peking University, will be the next Chinese Minister to Germany and Austria *vice* Hui Chiké, who is reported to be Vice-President of the Board of Works. There is also a rumor that the expected Tientsin, Chien Yuan-yi, Tientsin, will be appointed Chinese Resident in Korea. All these, however, so far are merely rumors in native official circles.

Twenty-six Koreans lately shipwrecked near Tientsin, Chikiang, were sent to Shanghai by the Ningpo authorities on the 23rd for transportation to their native country. It is interesting to note that China still considers Korea a tributary state, and that all the regulations made previous to the present war in regard to distressed subjects of tributary states have been followed in this instance.

The native papers report that the Tsungli Yamen has given notice to the officials concerned that Chikiang and Shaal are to be opened as treaty ports, and ordered them to make regulations for steam traffic.

It is reported that the Hui Chiké, who has been the Hui Chiké, his place being taken by Chia Pao-chin. He is ordered not to visit Peking.

Complaint is still made of local steamers crossing the Woonung Bar with insufficient water, against the Harbour Master's rules, and masters are again reminded that this renders them liable to any loss that may occur.

It is reported that negotiations are quietly proceeding in Shanghai for the establishment of a mailboat line to Korea.

The native papers report that the rebellion in Kanun, the followers of which now number 600,000, was started by the refusal of the Viceroy to allow a temple to be erected in memory of Chou Pao-wei, who was killed in Pingyang. The Mahomedans resolved to build the temple without permission, and resisted the troops sent to stop the work on it.

According to Peking despatches a great explosion of gunpowder occurred on the 11th inst., two cart loads of powder being fired by sparks from the boys of miles engaged in moving it.

The powder works near the Yungku gate are in ruins. Prince Kung and the President of the Board of War personally visited the scene of the wreck the same day.

SIAM.

We have received Bangkok papers to the 19th, from which we cut the following locals:—

The stamp revenue of Burma for 1894-95 reached the highest point in her history. The revenue for the Province amounted to Rs. 13,357,909, or Rs. 66,000 more than the year before. In Upper Province, Rs. 3,560,995 as against Rs. 3,505,688 was received.

Crisis in Burma showed a considerable increase, according to the returns for 1894. In the lower Province the number of cases rose from 49,551 in 1893 to 54,633, the rise being common to every district except Arakan. However, about one half were offences under local and special laws, therefore not serious. In Upper Burma there was a decrease of 65 cases.

The Japanese Invasion of Siam proceeds apace. A troupe of Japanese artists are now preparing to give circus performances in the Oriental Avenue; on the 17th the *Kong Deng* brought up 21 jokers, washmen, and other workers of the same nationality.

A firm in Bangkok lately lost the brass steering wheel from their steam-launch. It was traced to a pawn-broker, but the pawn-broker refused to deliver it, paid the fine, to let on it. The police refused to let him for receiving stolen property, though ultimately he was placed in duress.

A wealthy Siamese and his two wives had a stroke of luck at a Chinese lottery on the 18th, and caused a great deal of amusement by their extravagant actions after winning Tels. 1680.

On the 15th the wife of a well-known nobleman in the Bangkok academy was found dead of strangling at her residence. The body was found to be bound and gagged at intervals, this was finally in death. The matter was reported to the police officials, by the priests who were called in to attend to the burial, and is now being investigated.

JAPAN.

We have received Yokohama files to the 18th and Kobe and Nagasaki files to one day later. From these we cut the following news:—

The Official Gazette of the 17th contains a Finance Department notification that was made to the amount of 90,000 yen face value were issued on the 16th inst.

One fresh case of cholera occurred Kobe on the 18th. There were two cases in Osaka Yu on the 16th and three cases on the 17th.

Any Japanese who want to go to Korea have to apply to the Kanto through their local police office, stating their reasons for wishing to go and the part they wish to go to. Passports will be issued for three years only.

By Imperial Ordinance, all Japanese are prohibited from going to Korea without official permission, under penalty of a fine of from 20 to 300 yen.

550 Japanese officers below the rank of Colonel have been decorated for services during the China-Japanese war.

A company, with a capital of yen 500,000, has been formed to mine coal in the Hokkaido.

Cholera returns for the 14th inst. throughout the country were 184 cases and 772 deaths, making a total of 53,193 cases and 35,857 deaths since outbreak.

The Saito Railway Company will pay a dividend at the rate of 12 per cent, and the Osaka Railway at the rate of 13 per cent.

Mr. Saito Matsura was elected assistant Mayor of Yokohama on the 18th.

A proposition is under way to supply Tokyo with electricity from the Katsuragawa Falls. These are estimated to be able to supply 10,000 horse power.

SHIPPING AND MAIL NEWS.

MAILS DUE:

Indian (*Kulsang*) 31st inst.
American (*City of Peking*) 5th prox.
Canadian (*Empress of India*) 5th prox.
American (*China*) 19th prox.
Tacoma (*Victoria*) 22nd prox.

The P. M. S. S. Co.'s steamer *City of Peking*, with mails, etc., from San Francisco to the 12th inst., has arrived at Yokohama, and will leave for this port via Nagasaki, at daylight to-morrow.

The Agents (Messrs. Dodwell, Carill & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Victoria* left Tacoma for this port, via the usual ports of call, on the 25th inst.

The Canadian Pacific Railway Co.'s steamship *Empress of India*, from Vancouver, arrived at Yokohama at 9 a.m. yesterday, and left again at 4 p.m. for Hongkong, via Kobe, Nagasaki and Saigahai.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.
Para Nang steamer, from Bangkok.
Hongkong " " Halphong.
Yarra " " Europe.
Oceanic " " Shanghai.
Tientsin " " Java.
Banawan " " Saigon.
Rio " " Saigon.
Araya " " Moji.
Glenora " " Fookow.
Pigny " " Coast Ports.
Thales " " Coast Ports.

Aggregating 15,504 tons register.

DEPARTURES.

Brindist steamer, for Singapore.
Boynton " " Kutchinot.
Cosmopolit " " Halphong.
Kongkong " " Bangkok.
Hongkong " " Coast Ports.
Dechen " " Cheloo.
Luech " " Kobe.
Sultan " " Bangkok.
Kachidate Maru " " Kutchinot.
Tacoma " " Tacoma.
Tatler " " Swatow.
Lady Furness " " Shanghai.
Lightning " " Singapore.
Choyang " " Shanghai.
Benlog " " Kobe.
Kang Ping " " Shanghai.
Pigny " " Canton.

Aggregating 13,850 tons register.

The British steamship *Para Nang* left Bangkok on the 21st inst., and had strong north-east monsoon and fine weather.

The British steamship *Banawan* left Saigon on the 25th inst., and had moderate northerly and north-easterly winds and fine weather all the passage.

The British steamship *Tientsin* left Java (Pangasinan) on the 19th inst., and had light variable winds to calm thence to port had strong north-east monsoon.

The British steamship *Thales* left Taiwan on the 25th inst., Amoy on the 27th, and Swatow on the 28th, and had fresh to moderate northerly and north-easterly winds and fine weather. In Taiwan H.M.S. *Peacock*, and 25 Japanese men-of-war and transports. In Amoy H.M.S. *Triton*, H.M.S. *Arcton*, and the steamships *Changchew* and *Sabine Richner*. In Swatow the steamship *Woonung*.

HONGKONG AND WHAMPOA DOCK RETURNS.

Helena Richner in Kowloon Dock.
Kagoshima Maru " "
Kowloon Yit " "
Sabine Maru " "
Wing Maru " "
Kaipan " "
Praya " "
Progress " "
Kinkin Maru " " Aberdeen.

A telegram from Shimonojoki dated October 16th announces that the steamer *Chow Chow* has sunk, and that a salvage party from Osaka has proceeded to the scene of the wreck to try to raise her.

THE "WELAND" ADLAI.

The German steamer *Weland*, reported recently to be on fire at Singapore, was on the 21st inst., as she lay alongside the wharf, that being the only way in which the fire could be extinguished. Up to date of latest advices from the sister colony it was impossible to estimate the full extent of damage sustained by the vessel, but it must be very considerable.

LETTERS FOR MERCHANT SHIPS.

It is stated in the *Government Gazette* of the 16th inst. that letters and papers are lying at the Post Office addressed to the following vessels:—

Name	Letter	Page
Abeyona	1	1
A. M. Spies	1	1
Anger	1	1
Arise	1	1
Assistant	1	1
Bruchilde	1	1
Caslin	1	1
Don A. de Ulloa	1	1
Dryfedeale (r.)	1	1
Eret	1	1
Felling	1	1
Gleugary	1	1
Germania	1	1
Glen Caladh	1	1
Olson Bremer	1	1
Highland Forest	1	1
Kalle	1	1
Kitty	1	1
Krim	1	1
Lady Furness	1	1
Ladakh	1	1
Lango	1	1
Malika	1	1
Maria Teresa	1	1
Obi	1	1
Okazawa	1	1
Oliver Branch	1	1
P. J. Blanchard	1	1
Quasbeck	1	1
Sonaberg	1	1
Stadts of Maser	1	1
Torridale	1	1
Valencia	1	1
Victoria	1	1
Wandering Jew	1	1
Wilhelm	1	1

NEWS BY THE AMERICAN MAIL.

The following telegrams from our San Francisco exchanges were "crowded out" of last Saturday night's issue:—

LONDON, September 24th.

It is announced that, with the sanction of the Czar, a Russian bank with very large capital will be opened for business soon at Peking, with a branch at Shanghai. Some of the most prominent financiers and merchants in Russia are interested in the scheme, which has been secretly canvassed. The charter has just been issued.

The enterprise is regarded as another indication of Russia's determination to exert the commercial as well as the political supremacy in the Far East from England. Trading emissaries of Russia have freely assisted the Government of China with money and have already penetrated to the interior of China, where they are supplanting the British.

The *Times* to-day says that there is no ground whatever for the assumption which has been made by a portion of the American press that Charles D. Rose intended by his challenge to the American cup to in any way convey an impression of disapproval of the course of the Earl of Dunsraven in the matter of the *Defender*-*Valley* races.

The *Evening Standard* says: The announcement that Mr. Rose has challenged for the America's cup will create some dissatisfaction here, that it is said to have produced in New York. There was every reason to hope that no Robert-Townsend would issue a challenge for this trophy until the fair and illegal deed of gift had been canceled.

It is extraordinary that a challenge should be hastily dispatched by a gentleman who is so little known in yachting circles, and it seems to be a reflection on Lord Dunsraven. No one grudges the notoriety that is to be gained by the building of a yacht when the owner confines himself to racing in British waters, but when it comes to represent British yachting in an international contest, such challenge given under the existing circumstances must bring a verdict from English yachtsmen unanimously *ho ho*.

AUST N. Tex., September 26th.

This afternoon Governor Criberson issued a call for a special session of the Legislature to consider prize-fighting. It is said that the Governor hopes to secure the repeal of the occupation-tax law, and thereby prevent the occupation of Texas. Public opinion commands the Governor's action.

The Governor's proclamation is as follows:—

I, Charles C. Criberson, Governor of the State of Texas, by virtue of authority vested in me by the constitution of this State, do hereby call a special session of the Twenty-fourth Legislature to convene in the city of Austin, beginning at noon, Tuesday, October 1, 1895, for the following purposes:—

First—To discuss prize-fighting and kindred practices in connection therewith, and to consider and determine upon any and all measures which may be deemed proper to prevent and suppress the same, and to make any and all laws which may be deemed necessary to enforce the same, and to provide for the punishment of any and all persons who may be found guilty of violating any and all laws which may be enacted in relation to the same.

Second—To consider and act upon such other matters as may be presented pursuant to section 40, article III, of the constitution.

NEW YORK, N. Y., September 26th.

Accompanied by Sir Edward Russell, Irish C. Stamp, Ned Townsend, and W. J. Ritchie, I visited Corbett at his training-quarters. He did four hours' work of the most exacting kind. All the stories about his falling off are nonsense. He is as quick as a cat and as strong as an ox. He is even now in championship form.

WILLIAM GREER HARRISON, a syndicate of Californians are ready to back Choyinski for \$200,000 against Filistimous, whether Filistimous wins or loses the match with Corbett.

SEPTEMBER, September 27th.

The *Gericht Zeitung* says that as a result of the arrest of a Frenchman and a German woman at Cologne, four Germans have been arrested at Essen, Magdeburg, and Berlin, all connected with an extensive system of espionage promoted by the French with the object of obtaining drawings of the defence work.

LONDON, September 26th.

Lord Salisbury is still in his Normandy retreat and the date of his return continues to be spoken of as October 12th, but the impression has been created among men of affairs within the past few days that he is likely to come back earlier. There seems to be something in the details, but apparently a critical point has been reached in the progress of what may be called in a general way the pacification of China. The fact that new developments have arisen is confirmed by complications from numerous sources. Naval and military clubs are suddenly full of rumours. The gossip is based on signs of unusual activity which officers at ports have observed. When the first of these was reported, it was assumed that they referred to the Armenian affair.

September 26th.

The *Standard* says, regarding the Chinese situation:—The position of the Chinese Government is extremely perilous. It has enough on its hands without a quarrel with England. It is too soon to say that the fall of the Manchu dynasty is imminent, but the news of the spread of the Mohammedan insurrection in the province of Kweichow, and the British demands must be supported by the presence of our fleet in the Yangtze-Kiang, if not by the occupation of Nanking.

We doubt if the Manchu dynasty could survive such a shock. If the Mohammedans of the West find a leader, and if at the same time the Imperial Government is rash enough to defy the power, a revolution is inevitable.

BRISBANE, Sept. 26th.

The Russian Minister of Finance, Simulovsk, has given the Bank of St. Petersburg, has given the appearance of truth to reports that Russia is endeavoring to induce Germany to participate in a politico-financial project in China. M. de Witte, however, has positively denied that his visit has anything to do with finance, but there are many who still believe that this asseveration is merely a diplomatic figure of speech.

To one interviewed M. de Witte said he had been spending a short season in Switzerland for the benefit of his health, and was on his way home with his family. His stay in Berlin was merely in gratification of his desire to consult eminent German physicians. He has, he said, no intention of seeing any politicians or financiers while here. The fact that he had accorded interviews with several bankers since his arrival here, he explained, was due to his interest in the formation of a large electric company in Berlin, in which he hoped that the Disconto Gesellschaft and other German bankers would become interested. M. de Witte said he had told the bankers with whom he had interviewed that if any further arrangements in connection with Russo-Chinese finance were required they would be conducted through French bankers exclusively and not through German houses.

The *Colony Gazette*, apropos of the reports that several Berlin bankers had been sounding Minister de Witte on the question of taking a share in a new Russian state loan, warns them to keep their hands off all financial projects in which M. de Witte is concerned, and, pursuing the subject, remarks that M. de Witte had obtained control of the finances of Russia, the debt of that empire had been increased by 11,000,000,000 francs.

COMMERCIAL NEWS.

HONGKONG, October 23rd.

Mr. G. H. Potts reports as follows in his *Shanghai List*, issued at 5 p.m. to-day:—

There has been a checked week for most securities and several suffered a slight decline, owing principally to some holders realising their profits.

An extraordinary general meeting of the Douglas Steamship Company, Limited, will be held on the 9th proximo for the purpose of confirming the resolution passed on the 21st inst. BANK.—Hongkong & Shanghai Banks have experienced a slight reaction and shares are offering at 185 per cent premium. The weakness at 185 and the price is only temporary and may be accounted for by the unsettled state of political affairs in the North. The London quotation is 141 1/2. Nationals are in the market at 140.

MARINE INSURANCE.—Unions have not maintained their position of 220 and have dropped to 215, at which rate a sale has been effected. China Traders have changed hands at 275. Straits have been placed at 251, and at 275 for March and April.

INSURANCE.—Hongkong Fire has been weakened and small sale at 215 has been effected. China Fires are slightly easier with small lots offering at 200.

SHIPPING.—Hongkong, Canton and Macao Steamboats are a shade easier and shares have been placed and are offering at 251. Indo-China are in the market at 258. China and Manilla are neglected at 267. Several large parcels of Douglas Steamships changed hands at 265 and the market has since stiffened considerably and sales at 260, 260, 260 and 270 have been effected. A position is being signed by shareholders, asking the General Manager for a bonus of 15 per share in lieu of 121 which has already been promised.

REFINERY.—A small sale of China Sugar at 101 is all to report under this heading.

MINING.—Pumias have found buyers at 26. Preference shares have been sold at 101 and 101.50 and are enquired for at the latter rate. Rubber have been placed at 24.

DOCKS.—Wharves and Godowns.—Hongkong and Whampoa Docks have for some unaccountable reason weakened and after sales at 137 1/2 and 135 per cent premium, the market closing firmer with sales and buyers at 135 per cent premium. Kowloon Wharf shares are on the market at 248.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands are offering at 269. Hongkong Hotels have been improved and after sales at 161 and 217 have been placed at 171.

MISCELLANEOUS.—Green Islands have again changed hands at 216 and at the rate of 200 shares are wanted. A sale of A. S. Watson's at 212.85 is reported. H. G. Brown's are weaker and shares are offering at 21.

ROPS have been sold at 1950 and continue in demand.

SHANGHAI FREIGHT MARKET.

Messrs. Whitehead & Co., in their *Freight Market Report*, dated Shanghai 25th October, write:—

We have no change to report in the condition of our freight market, rates remaining as before. For London, cargo has gone forward in fairly respectable quantities and there has also been a considerable business done for shipment to New York, mostly by steam, sailers not receiving much attention. Coastwise.—There has been little or nothing done, the market being very depressed, but for Japan vessels are being despatched daily with all available space taken up with cotton and other merchandise. For London via Suez.—The *Glenora* and *Empire*, both large, on the 20th inst. with a very limited quantity of cargo, calling at Fookow, where they expect to receive considerable support. The *Manitow*, shortly due from Japan, and the *Pigny*, due on the 26th inst., are both loading at current rates; the former sailing on the 30th inst., the latter 31st prox. The <

Intimations.

G. FALCONER & CO.,
WATCH AND CHRONOMETER MANU-
FACTURERS AND JEWELLERS.
NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.
No. 48, Queen's Road Central. 1895

LEVY HERMANOS.

AND AT
SHANGHAI, MANILA, ILOILO AND PARIS.
JEWELLERY, DIAMONDS, WATCH,
CHRONOMETER & CLOCKMAKERS.
Also
GENERAL IMPORT & EXPORT.
10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

BUSINESS NOTICE.

COAL MERCHANTS AND CHARTERERS,
No. 44, PRAYA CENTRAL.

THE Underigned having started in
Business as
COAL and TEA MERCHANTS,
STEVEDORES and
STOREKEEPERS,
are prepared to Supply Steamers with
COAL, STORES, &c., &c.,
at moderate prices and respectfully solicit the
Patronage of the Shipping Community.
WING CHEONG & Co.,
No. 44, Praya Central,
CHUN WING TONG,
Managing Partner.

A YON, Business Manager.

Hongkong, 1st August, 1895. 11026

SIEN TING, SURGEON DENTIST.

No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1895. 11318

DENTISTRY.

FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.

M. R. WONG TAI-FONG.
Surgeon Dentist,
(Formerly articled Apprentice, and latterly
assistant to Dr. ROGERS),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel).
CONSULTATION FREE.
Hongkong, 29th Feb. 1895. 114

GRIMAULT'S SYRUP

HYPO-PHOSPHITE OF LIME
FOR DISEASES OF THE CHEST

All suffering from Catarrh, Con-
sumption, Obstructed Coughs, or
Colds and those affected with diseases
of the Chest, Lungs and Bronchial
Tubes, should take

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME
Prescribed by the leading medical author-
ities in all countries for the last twenty-
five years with the greatest success, it
continues to retain its reputation where
all other medicines have failed.

GRIMAULT'S Syrup immediately arrests
the Cough, Spitting of blood and Night-
sweats, and the Appetite improves rap-
idly—a fact demonstrated by an in-
crease of weight and healthy appearance.

GRIMAULT'S Syrup has a rose colour,
and is sold in flat oval bottles. Beware
of Imitations.

GRIMAULT & Co., Paris. Sold by all Chemists

NOTICE!

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or members
of the Crews of the following Vessels during
their stay in Hongkong Harbour:
BANKOK, Brit. str., Capt. Thomson—Gibb,
Livingston & Co.

BENJALING, Brit. str., Capt. Wallace—Gibb,
Livingston & Co.
CASSIUS, Ger. str., Capt. Ueroh—Lauts,
Wegener & Co.

ENGLISBORN, Brit. str., Capt. Shimmin—
Standard Oil Co.
FOYLE, Brit. str., Capt. Stanney—Shewan & Co.

KAGOSHIMA MARU, Jap. str., Capt. Yashiyama—
Mitsui Bussan Kaisha.
MENMUIR, Brit. str., Capt. Craig—Gibb,
Livingston & Co.

NANKING, Nohw. str., Capt. Sorensen—Order.
VELOCITY, Brit. bk., Capt. Martin—Chinese.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, SAMARANG AND
SOURABAYA.

THE Steamship

"SHANTUNG,"
Captain Vaughan, will be despatched on
WEDNESDAY, the 6th November.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th October, 1895. 11481

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON, VIA SUEZ CANAL

(With liberty to call at MANILA.)
THE Company's Steamship

"PINGSUEY,"
D. Davier, Commander, will be despatched as above
on or about the 10th proximo.
For Freight or Passage, apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 21st October, 1895. 11446

FOR DELAGOA BAY AND NATAL
(Taking Cargo at through rates for EAST
LONDON, PORT ELIZABETH AND CAPE TOWN.)
THE Steamship

"VANARIVA,"
Captain Weston, will leave for the above Ports
about the 10th November.
For Freight, apply to
GILMAN & Co.,
Agents.

Hongkong, 11th October, 1895. 11402

Intimations.

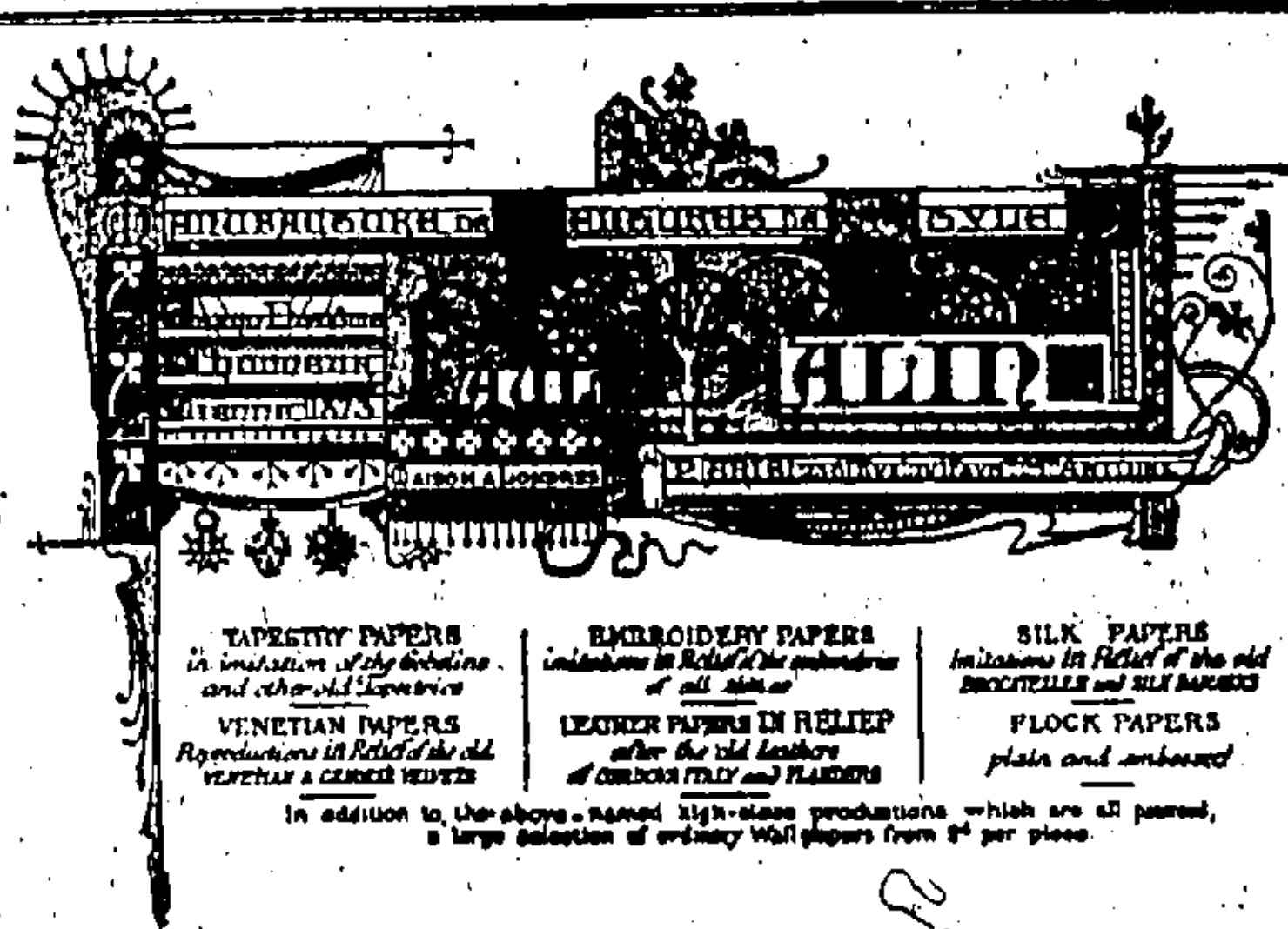
THE BEST OF EVERYTHING
IS INVARIABLY THE CHEAPEST!
IN THE MATTER OF
PEACH BLOSSOM SOAP.

GLYCERINE AND CUCUMBER.
CHAMPAGNE BITTERS.
BALSAMIC COUGH LINCTUS.

THE BEST.

CONSEQUENTLY YOU WILL DO WELL TO ORDER FROM
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central.

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Apply to JOHN D. HUTCHISON, Esq., Hongkong.
Agents for M. OPPENHEIMER & Co., Paris.

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"MENMUIR,"
Captain Crain, will be despatched for the above
Ports TO-MORROW, the 30th instant, at
Dawnlight.

This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions
throughout the voyage.
A Stewardess and a duly qualified Surgeon
are carried.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, 29th October, 1895. 11401

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.

THE Steamship

"SZECHUEN,"
Captain Derby, will be despatched on
THURSDAY, the 31st instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th October, 1895. 11465

OCFAN STEAMSHIP COMPANY.
FOR SHANGHAI, VIA AMOY.

(Taking Cargo and Passengers at through rates
for NINGPO, CHEFOO, TIENTSIN, HANKOW
and PORTS on the YANGTSEK.)

THE Company's Steamship

"ULYSES,"
Captain Lapeze, will be despatched as above
on THURSDAY, the 31st instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th October, 1895. 11477

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"CHINGTUNG,"
R. Innes, Commander, will be despatched on
FRIDAY, the 1st November, at 4 P.M.
The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engines, A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th October, 1895. 11445

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, SAMARANG AND
SOURABAYA.

THE Company's Steamship

"TIGRIS,"
Captain J. Kynoch, will be despatched as above
on or about FRIDAY, the 1st November.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 26th October, 1895. 11473

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL

THE Company's Steamship

"MENELAUS,"
Captain Towell, will be despatched as above
on TUESDAY, the 6th November.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 24th October, 1895. 11466

THE "JAPAN" LINE OF STEAMSHIPS.
FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"REPTON,"
Captain Jack, will leave for the above Ports
about the 10th November.
For Freight, apply to
MELCHERS & Co.,
Agents.

Hongkong, 31st October, 1895. 11448

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"TAIYUAN,"
R. Nelson, Commander, will be despatched on
FRIDAY, the 8th November, at 3 P.M.
The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engines, A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th October, 1895. 11450

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A.L.I. American Ship

"SAINT JAMES,"
Clifford, Master, will leave here for the above
Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 20th September, 1895. 11281

FOR NEW YORK.

THE 100 A. L. Irish 4-masted Bark

"MATTERHORN,"
John Williams, Master, is now loading here for
the above Port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 8th October, 1895. 1138

Consignees.

"UNION" LINE OF STEAMERS,
NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, HAMBURG AND
STRAITS.

THE Steamship

"LADY FURNESS,"
Captain Tregent, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Underigned and to take
immediate delivery of their Goods from along-
side.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., and stored
at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 3rd November will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 2nd November, at 2.30 P.M.
No Fire Insurance has been effected.

SHEWAN & Co.,
Agents.

Hongkong, 28th October, 1895. 11478

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

GENERAL AVERAGE S.S. "BELGIC."

A PORTION of this Vessel's Cargo having
arrived, Ex "GAELIC" it has been
landed into the Company's Godowns at Wanchai
and Consignees are hereby notified to take
immediate delivery.

A GENERAL AVERAGE BOND must be
signed and a deposit of Fifty per cent (50%)
made on the ARRIVED VALUE of the Cargo
prior to the consignments at Bills of Lading.
The AVERAGE BOARD is lying at the Company's
Office for signature.

J. S. VAN BUREN,
Agent.

Hongkong, 26th October, 1895. 11474

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"GAELIC."
The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for Counter-signature, and to
take immediate delivery of their Goods from
along-side.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

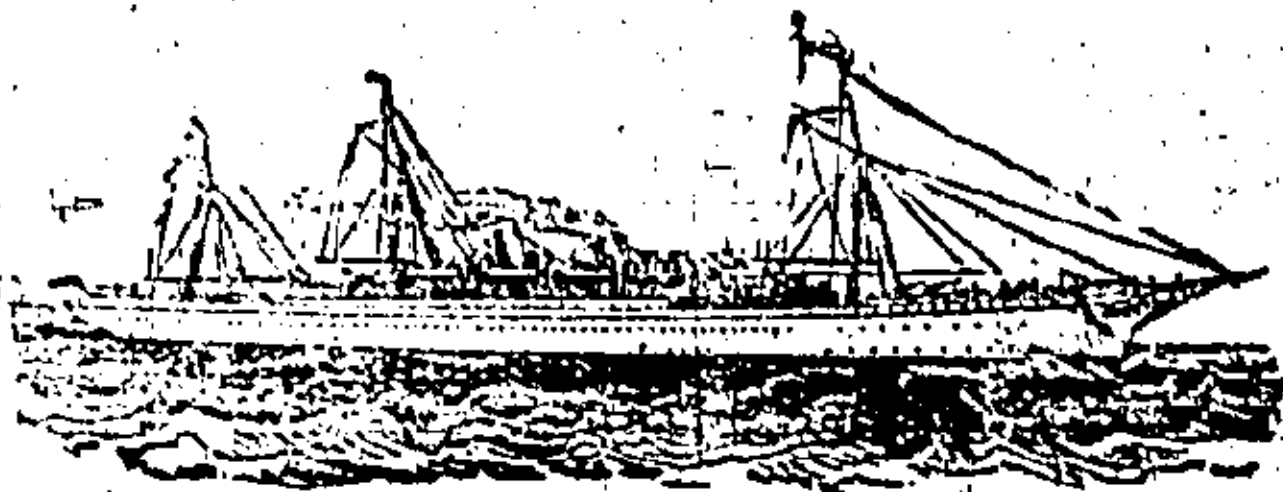
J. S. VAN BUREN,
Agent.

Hongkong, 26th October, 1895. 11474

Mails.

**CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.**

1895.



1895.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 30th October.
EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 27th November.
EMPERESS OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 25th December.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

CIRCULAR PACIFIC TICKETS—Hongkong to Vancouver, Vancouver to Sydney Australia,
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months,
£100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddis Street. 113

Hongkong, 2nd October, 1895.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gauche (via Nagasaki,
Kobe, Inland Sea &
Yokohama)..... Saturday, 5th Nov.,
at Noon.

Belge (via Nagasaki,
Kobe, Inland Sea &
Yokohama)..... Saturday, 7th Dec.,
at Noon.

Cochin (via Nagasaki,
Kobe, Inland Sea &
Yokohama & Hon-
olulu)..... Thursday, 26th Dec.,
at Noon.

THE Steamship

"GAELIC"
will be despatched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA AND
YOKOHAMA ON TUESDAY, the 5th November,
at Noon. Connection being made at Yokohama
with Steamers from Shanghai.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and particu-
lars of the various Routes may be obtained
upon application.

Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full, and same will be received at
the Company's Office until Five P.M. the day
previous to sailing.

General Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 17th October, 1895. 11472

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES FLUID

THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1895.

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG.
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinz Heinrich... Monday... 11th Nov.
Prinzess Alice... Monday... 9th Dec.
Sachsen... Monday... 6th Jan.
Gera... Monday... 3rd Feb.

ON MONDAY, the 11th day of November,
1895, at 5 P.M., the Company's Steamship
"PRINZ HEINRICH" Captain W. Schmolder,
with MAILED PASSENGERS, SPECIE and
CARGO, will leave this Port as above, calling at
NAPLES and GENOA.

Shipping Orders will be granted till Noon on
Saturday, the 3rd Nov. Cargo and Specie
will be received on board until Noon on Monday
the 11th Nov., and Parcels will be received at
the Agency's Office until Noon on Sunday, the
10th Nov. Contents of Packages are required.
No Parcel Receipts will be signed for less than
£2.50 and Parcels should not exceed Two Feet
Cubic in Measurement.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 18th October, 1895. 11391

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.